

CHINA

THE

MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 5077. 號五十年九月八百八十一號

HONGKONG, WEDNESDAY, OCTOBER 15, 1879.

日一初月九年卯己

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

Banks.

LONDON.—F. ALLEN, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, R. C. BATES, HERDIE & Co., 4, Old Jewry, R. C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—LEON DE RONNY, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 183, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore. C. HINSEN & Co., Manila.

CHINA.—MACAO, MESSRS. A. D. DE MELLO & Co., SANTOS, CAMPBELL & Co., AMY, WILSON, NICHOLLS & Co., FOSHOW, HEDGES & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,400,000 Dollars.

COUNCIL OF DIRECTORS.

Chairman—W. H. FORBES, Esq.
Deputy Chairman—Hon. W. KESWICK.
E. R. BELLIOR, Esq. WILHELM REINERS,
H. L. DALYMPLE, Esq. F. D. SABSON, Esq.
H. HOPIUS, Esq. W. S. YOUNG, Esq.
A. MOLIVER, Esq.

CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.
MANAGER.
Shanghai, EWEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 16, 1879.

CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:

For 12 months, 5 per cent. per annum.
" 3 " 4 per cent. "
" 3 " 2 per cent. "

H. H. NELSON,
Manager.

Hongkong, May 31, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th April, 1862.

CAPITAL FULLY PAID-UP, £3,200,000.

RESERVE FUND, £300,000.

HEAD OFFICE—14, Rue Bergere,
PARIS.

AGENCIES and BRANCHES at:

LONDON, BOURBON, SAN FRANCISCO,
MARSEILLE, BOMBAY, HONGKONG,
LYON, CALCOUTTA, HANKOW,
NANTZ, SHANGHAI, FOOCHOW.

LONDON BANKERS:

THE BANK OF ENGLAND.

THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every Description of Banking Exchange Business.

E. G. VOUILLEMONT,

Manager, Shanghai.

Hongkong, May 20, 1879.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3% per Annum.
" 6 " 4% "
" 12 " 5% "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,
Acting Manager.

Oriental Bank Corporation,

Hongkong, September 4, 1879.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.

RESERVE FUND, £150,000.

Bankers.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

On FIXED DEPOSITS.

For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

Entertainment.

THEATRE ROYAL,

CITY HALL.

JOHN JACK'S CELEBRATED COMPANY.

ARMY AND NAVY REQUEST NIGHT.

THIS EVENING,

15th October, 1879,

LAST PERFORMANCE,

AS THE COMPANY LEAVE TOMORROW.

Under the immediate Joint Patronage of

LIEUT.-COLONEL W. I. STUART, R.E., Commanding Her Majesty's Forces in China and Straits Settlements;

LIEUTENANT-COLONEL L. F. HALL, Commanding the Royal Artillery in China and Straits Settlements;

LIEUTENANT-COLONEL GEDDES, Her Majesty's 27th Inniskillings, and

COMMODORE S. M. THOMAS, R.N., AND OFFICERS H. M. NAVAL QUADRONE,

When will be Repeated by

Particular Request

BYRON'S WORLD RENOWNED COMEDY,

In Three Acts, Entitled

"OUR BOYS."

Presented and Performed Equal to

THE ORIGINAL LONDON CAST.

For Full Particulars, see Bills of the Day.

Hongkong, October 15, 1879. oc16

Intimations.

CANTON INSURANCE OFFICE.

NOTICE is hereby given that the Ordinary General MEETING of SHAREHOLDERS in the above Office will be Held at the OFFICE of the Undernamed, No. 7, Queen's Road, on TUESDAY, the 21st Instant, at 3 p.m.

JARDINE, MATHESON & Co., General Agents, Canton Insurance Office.

Hongkong, October 11, 1879. occl

UNION INSURANCE SOCIETY OF CANTON.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS of the SOCIETY will be Held at its HEAD OFFICE, Hongkong

on MONDAY, the 27th Instant, at 3 o'clock p.m., for the Purpose of Receiving the Report of the Directors together with

Statements of Accounts for the Year 1878,

and for the Half-year ending 30th June, 1879.

The Transfer BOOKS of the Society will be CLOSED from the 17th to the 27th Instant, both days inclusive.

By Order of the Board.

N. J. EDE, Secretary.

Hongkong, October 11, 1879. occl

For Sale.

FOR SALE,

SIX RECENT ARRIVALS.

DEVON'S NONPAREIL KEROSINE OIL (Certified 150° FIRE TEST).

The New STUDENTS' READING LAMPS for Nonparaffin Kerosine (are perfectly Safe and give a Light equal to, but more mellow than Gas).

AMERICAN FLOOR CLOTH in New Patterns.

LIGNUM, the New FLOOR-CLOTH for Halls and surrounding Billiard Tables.

Royal INDIAN CONSTABULARY REVOLVERS.

COLT'S POCKET DERRINGER PISTOLS.

AMERICAN DINING-ROOM CHAIRS.

PERAMBULATORS, RIDING and DRIVING WHIPS.

BRIDLES, GARDENING TOOLS.

HORSE CLIPPERS, CUMSHAW TEA.

TODDY KETTLES, RUG STRAPS.

LAWN TENNIS SETS, PAINT BOXES.

PENKNIVES, RAZORS, SCISSORS.

SPONGES, PLAYING CARDS, PERFUMERY.

CHUBB'S CASH BOXES, New MEERSCHAUMS.

Well-Seasoned MANILA CIGARS and CHEROOTS.

UNDERSHIRTS and ASSORTED STOCKINGS.

VEGETABLE, FLOWER and LAWN GRASS SEEDS.

New SCARFS, TIES, BRACES, &c.

WALKING STICKS and UMBRELLAS.

GOLDEN GATE BAKER'S EXTRA FLOUR.

Fresh HAMS and CHEESE. New HATS.

COKE DOOR MATS.

LANE, CRAWFORD & CO.

Hongkong, October 1, 1879.

ROSE AND COMPANY,

31 & 33, QUEEN'S ROAD,

HAVE Received per FRENCH and ENGLISH MAILS, GLÉNEARN, &c., &c., Their

Now GOODS for the SEASON, Comprising:—

BLACK SILKS, COLORED SILKS.

BLACK SATINS, COLORED SATINS.

BLACK CASHMERE. BLACK ALPACAS.

Colored FRENCH MERINOS in all the New Shades.

The New ATTLEA CLOTH, &c., &c.

The New CRETONNES. Toilet COVERS.

Toilet QUILTS, Turkish TOWELS, &c., &c.

The New "BRILLIANT" LADIES' HOSE in PINKS, SKY, NAVY, and CARDINALS

and in all Sizes.

CHILDREN'S SOCKS in great variety.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions from Messrs ADAMSON, BELL & Co., to sell by Public Auction, (For account of whom it may concern) ON

TUESDAY,

the 4th of November next,
(Unless previously disposed of by Private Contract.)

The British Barque

"C H O C O D A,"

as she now lies at Anchor off Yow-mah-tee. She was built of Oak and Elm at NANTES in 1868, and is well and favourably known on this Coast. She is well found in Sails and Gear generally, has 2 BOWER ANCHORS, each with 100 fathoms Cable; also 1 SPARE ANCHOR and 2 KEDGES. She has been recently opened for survey, and is still open for inspection.

For further particulars, apply to MESSRS ADAMSON, BELL & Co., or to the Auctioneers.

TERMS OF SALE.—As customary.

HUGHES & LEGGE,

Auctioneers.

Hongkong, Oct. 11, 1879.

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PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract.

THE HONGKONG DISTILLERY, Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES of GROUND close to the water, viz.—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILLS, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to MESSRS SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

10-days Advertisements.

HONGKONG RACES—1880.

HIS MEETING will take place on MONDAY, TUESDAY, and WEDNESDAY, the 23rd, 24th, and 25th FECONDAY, 1880.

GENTLEMEN having suggestions to offer or presentations to make are invited to communicate with the Clerk of the Course on or before the 20th instant.

THE HONGKONG DERBY. A SWEEP-STAKES of \$20 each, Half forfeit, if Declared on or before the Day of Closing Entries—with \$100 added for 1st Pouy, and \$50 for 2nd. For all China Ponies bond side Griffins at Entry, (WEDNESDAY, 21st JANUARY, 1880). First Pouy, 70 per cent.; Second, 20 per cent.; Third, 10 per cent. Weight, 10st. 10lb. One Mile and a half, (NOMINATIONS CLOSE on MONDAY, 22nd DECEMBER, 1879)—Addressed to the Clerk of the Courses at the HONGKONG CLUB.

By Order,

L. B. FRIEND,
Lieut. R.E.,
Clerk of the Course.

Hongkong, October 15, 1879.

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PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, ON

THURSDAY,

the 16th October, 1879, at 11 o'clock, at his Auction Sales Room, Peddar's Wharf.

(For account of whom it may concern,) K & W 1/3, 3 cases containing 150 Kerosene Lamps.

W & C 706, 1 case containing 50 Kerosene Lamps.

W & C 707, 1 case containing 300 Kerosene Lamps.

K & W 710, 4 cases containing 150 Kerosene Lamps.

K & W 4/6, 3 cases containing 150 Kerosene Lamps.

E N 117/118, 2 cases containing Crystal Clocks.

(All more or less damaged by sea water.)

Ex "Grand Duc Constantin."

TERMS.—Cash on delivery in Bank Notes.

G. R. LAMMERT,
Auctioneer.

Hongkong, Oct. 15, 1879.

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COMPAGNIE DES MESSAGERIES MARITIMES.

S/É. A V A.

NOTICE.

CONSIGNEES of Cargo per S. S. *Kynure*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 11 a.m. To-morrow, the 16th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 22nd Inst., at Noon, will be subject to rent and landing charges.

No fire insurance has been effected.

G. de CHAMPEAUX,

Agen.

Hongkong, October 15, 1879.

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To-day's Advertisements.

MacEWEN, FRICKEL & Co.
BEG to announce the ARRIVAL of the following First-Class
S T O R E S, &c.
Ex "OCEANIC,"
"LORD OF THE ISLES,"
And Other Late Arrivals.

Fine California BUTTER in Rolls.
Good Cooking BUTTER in Kegs.
Pine Apple CHEESE.

Limburg CHEESE.

Sap Sage CHEESE.

Prime Gilroy CHEESE.

Fine Eastern HAMS.

Fine Eastern BACON.

Prime Smoked SALMON.

Smoked HERRINGS.

Boston MACKEREL.

SALMON BELLIES.

Family PIG PORK and BEEF in Kegs.

Pickled OX-TONGUES.

Boneless and Good Dry CODFISH.

SAUERKRAUT in Kegs.

Finest CAVIARE and SARDELLES.

Fresh APPLES.

"Ne Plus Ultra" APPLE RINGS.

HICKORY NUTS.

PECAN NUTS.

BRAZIL NUTS.

PE NUTS.

COMB-HONEY in Frames.

Pure Orange BLOSSOM HONEY.

Brougham's TONGUE & TONGUE.

Do. LUNCH TONGUE.

Do. Compressed HAM.

L. MCNEIL & LIBBY's Compressed HAM.

L. MCNEIL & LIBBY's Corned BEEF.

L. MCNEIL & LIBBY's Compressed TONGUE.

Green TURTLE, 1lb. and 2lb. tins.

Boneless Spiced PIG'S FEET.

Assorted Devilled MEATS.

Baked PORK and BEANS.

CALIFORNIA CRACKER CO.'s GINGER CAKES.

CALIFORNIA CRACKER CO.'s SODA BISCUITS.

CALIFORNIA CRACKER CO.'s OYSTERS CRACKERS.

WAFER BISCUITS per Pound.

OATMEAL in Cakes.

Fresh CORNMEAL.

Cracked WHEAT.

BUCK WHEAT.

RYE FLOUR.

HOMINY.

CUTTING'S Assorted JELLIES in Glass Pots.

CUTTING'S Assorted DESSERT-FRUIT.

Do. QUEEN'S OLIVES.

Do. Pickled LIMES.

Do. Stuffed PEPPERS.

Do. ASPARAGUS.

Do. Assorted VEGETABLES.

Do. Assorted PICKLES.

Do. Assorted SAUCES.

WHITE BEANS.

Split PEAS.

MESS' PORK and BEEF.

FORDEN'S Condensed MILK (very fresh).

Do., &c., &c.

CRONSE & BLACKWELL'S HOUSEHOLD STORES.

MULSOV'S Assorted German SAUSAGES.

Do. Do. VEGETABLES.

Long ASPARAGUS (very fine).

PHILIPPS & CANADA'S SARDINES.

Assorted PATES.

JOHN MOIR & SONS' Celebrated Family STORES.

Gamed PIES, Veal and Ham PIES.

Truffled SAUSAGES.

Cambridge SAUSAGES.

Bologna SAUSAGES.

Pork SAUSAGES, SARDOYS.

SALMON CUTLETS (in Indian Sauce).

HADDOCK ROES. Fried SOLES.

Kippered HERRINGS. BLOATERS.

HERRINGS à LA SARDINE.

OATMEAL, &c., &c.

BOOKS!! BOOKS!!

The Latest and most Popular NOVELS.

By FIRST CLASS AUTHORS.

DICTIONARIES, &c., &c., &c.

Cable Coil," "Perfectin" and "Empress of India"

TOBACCOOS.

Specially Selected CIGARS.

Cavite CHEROOTS.

Princess CHEROOTS.

Cavite CIGARS.

Princess CIGARS.

Aceroos CIGARS.

Vegueros CIGARS.

Choice No. 3 Meisig CHEROOTS.

Choice No. 3 Fortin CIGARS.

REVOLVERS & RIFLES.

Breech loading Central Fire FOWLING PIECES.

Electro-Plated "British Bull Dog" REVOLVERS.

SMITH AND WESSON'S REVOLVERS.

COLT'S DERRINGER PISTOLS AND REVOLVERS.

CARTRIDGES, &c., &c.

Hongkong, October 15, 1879.

To-day's Advertisements.

FOR SHANGAI.
The Steamship "HAKON ADELSTEN," Captain O. BURGH, will be despatched for the above Port TO-MORROW, the 16th Inst., at 2 p.m. For Freight or Passage, apply to SIEMSEN & Co., Agents. Hongkong, October 15, 1879. oc16

FOR SWATOW, AMOY & FOOCHEW.
The Steamship "KWANGTUNG," Captain Abbott, will be despatched for the above Ports on SUNDAY, the 19th Inst., at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co. Hongkong, October 15, 1879. oc19

FOR NEW YORK.
The A 1 American Ship "EMERALD ISLE," Captain Staples, Master, will load here for the above Port, and will have quick despatch. For Freight, apply to VOGEL & Co. Hongkong, October 15, 1879.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

COMMENCING on SUNDAY, the 19th Instant, and until further notice, the NIGHT BOAT will leave CANTON for HONGKONG on SUNDAYS, instead of SATURDAYS.

By Order, P. A. DA COSTA,
Secretary.
Hongkong, October 15, 1879. oc18

SHIPPING.

ARRIVALS.

Oct. 15, Hae-shin, Chinese steamer, from Canton.
Oct. 15, Eta, Chinese gunboat, 400, F. E. Walker, R.N., Singapore Oct. 4.
Oct. 15, Theta, Chinese gunboat, 421, Lieut. J. J. Bell, R.N., Singapore Oct. 4.
Oct. 15, Epsilon, Chinese gunboat, 400, Lang, R.N., Singapore Oct. 4.
Oct. 15, Zeta, Chinese gunboat, 400, R. Paul, R.N., Singapore Oct. 4.
Oct. 15, Kiungchow, British steamer, 159, A. N. Lowe, Hoihow Oct. 14, General.—Kwok Achong.
Oct. 15, Canton, Siamese ship, 779, C. Knudson, Bangkok Sept. 26, Rice.—Chinese.
Oct. 15, Aza, French steamer, 2173, Rolland, Marseilles Sept. 7, Naples 9, Port Said 14, Suez 15, Aden 21, Galle 30, Singapore Oct. 8, and Saigon 12, Malls and General.—MESSAGERIES MARITIMES.

DEPARTURES.

Oct. 15, Douglas, for Coast Ports.
16, Esmeralda, for Manila.
16, Fetisch, for Bangkok

done to it. Mr Jack himself we should have mentioned sooner; as the *Sergeant of the glorious 21st* he was perfect, save when his unhappy inclination to overdo the declamatory passages, for, rather to make declamatory passages of what was never intended to be treated—as if anything of the sort, cropped up. A special good word is called for as to Mr George Norville, who made a highly successful appearance and got an enthusiastic reception. Alas! like the "nice young gentleman" who saved *Joséphine's life*, and as the successful soldier returned with honours thick upon him for which he could give no satisfactory explanation save that he had always been trying to get killed, he had the house entirely with him. His song,—"Let me like a soldier fall," "My Heart's Home," were both vigorously encored. The other songs of the evening fell flat. Miss Birkin, and other rendering of them gave extreme satisfaction. There only remains compliment to Mr Stuart's *Steward*, no point in the grotesqueness of which was missed by that painstaking factor. At the close of the performance Miss Firmin, Mr Jack and Mr Norville were called before the curtain and very heartily applauded. The artistic way in which all the play was placed on the boards goes far to remove the resemblance of the much less successful representation of "East Lynne" on Tuesday night. We should strongly recommend the deletion of the line "East Lynne" from the Company's repertoire. It is but a poor poor play at the best, another proof of how miserable may be the adaptation of a magnificent novel; and the Company would gain in fame by adhering to the groove everyone sees they are so well fitted for. We are glad to note that to-night "Our Boys," in which one and all play so admirably and which is a comedy that repays production, will be repeated to-night, when the Theatre will be under the joint patronage of Lieut.-Col. Stuart, Lieut.-Col. Hall, Lieut.-Col. Geddes, Commodore Smith, and officers H. M. Naval Squadron. This is positively the Company's last performance here at the present time; they go on board the *Agenor* after the performance, as it is expected she will sail early in the morning. We trust they will have successful seasons at Shanghai and in Japan, and that Hong-kong may have an opportunity of patronising them on their return.

HIS EXCELLENCE SR. VISCOUNT DE PAO D'ARCOS.

In August last a telegram was wired from Lisbon to Macao announcing that a new Governor had been appointed to succeed Viscount de Pao d'Arcos, the present Governor of Macao, whose tenure of office expires next month.

His Excellency being now on the eve of his departure from this corner of the earth, it will not be amiss to say a few words concerning his short gubernatorial career.

Arrived here in the latter part of December, 1876, the noble Viscount was received and cordially greeted by the Portuguese community in this Colony, which presented to him a flattering address in the Club Lusitano, to which His Excellency replied in a few but appropriate words, clearly revealing his uprightness and honest determination to maintain the honour of his country, and save Macao from the brink of bankruptcy and ruin, to which she was cast, not only by the encroachment of competition, but by the memorable visitation of the great typhoon of 1874.

His Excellency took the reins of the government of Macao on the 1st of January 1877. He found the old Colony a heap of ruins, public affairs in a very precarious condition, the revenue decreased considerably, the public coffers entirely empty, a debt of \$75,000, contracted by his predecessor with the Hongkong and Shanghai Bank, to make good a regiment of houseless and penniless inhabitants, victims of the typhoon, crying for bread, and what was still worse, the insecurity of life and property owing to the utter inefficiency of the police force. A radical reform was necessary in every public department, for the accomplishment of which His Excellency worked with a will and firm determination, surmounting all obstacles and obstructions thrown in his way by the chiefs of the old regime. At one time the thieving confraternity were so audacious, conscious no doubt of their impunity, that a village situated between two Portuguese forts and at a stone's throw from the sentinels, was attacked, and whole families—some of them composed of 15 to 20 persons—carried away and for whose ransom a heavy sum had to be paid.

His Excellency was not discouraged in the face of all this. He soon conceived a plan, which was immediately put into execution. The police force was doubled, outlying stations were established, the water police strengthened, by the addition of three steam-launches, and a pillory erected in the Chinese quarters where all convicted thieves received a sound thrashing. This and other effectual measures, adopted by His Excellency, had the desired effect for the Colony was soon cleared of all rogues and vagabonds, though the modus operandi of the flogging was extremely barbarous and un-Portuguese.

It is not to be wondered at that these high-handed measures have not pleased everybody, much less the Chief Justice. Dr. Pinto Osorio, who soon came into conflict with the Governor, which was enhanced, by the subsequent acts of the latter, into open hostilities. Protests were made, law technicalities cited and explained, and appeals sent to Lisbon, the result of which was the recalling of the Judge, who was promoted to an important post in Goa, and the approval of the Governor's measures by the Minister of State for the Colonies.

A pamphlet, full of invectives, against the Governor's administration, has just appeared in Lisbon, written, it is believed, by the enraged Chief Justice, but we are glad to see that it was unfavourably received by the Portuguese press.

The security to life and property in Macao having been restored, His Excellency now devoted all his energy in developing the financial resources of the Colony. The revenue at that time was an insignificant one, but owing to his perspicacity and sagacity, we soon had the satisfaction to see it touching a figure, which may be called the culminating point, never record-

ed before in the annals of the Colony, as the following table will show:—

Year.	Revenue.	Governor.
1845-46.	\$5,847	
1847-48.	14,119	
1848-49.	72,818	Bishop Matta.
1849-50.	93,255	P. A. da Cunha.
1850-51.	31,589	A. G. Cardoso.
1851-52.	10,514	
1852-53.	15,383	
1853-54.	100,114	
1854-55.	134,336	
1855-56.	143,499	Viscount de Praya Grande.
1856-57.	123,118	
1857-58.	176,933	
1858-59.	220,132	
1859-60.	249,218	
1860-61.	244,886	
1861-62.	231,890	
1862-63.	223,884	Judge J. F. Pinto.
1863-64.	238,318	
1864-65.	285,008	J. R. C. do Amaral.
1865-66.	307,152	
1866-67.	326,470	J. M. Ponte e Horta.
1867-68.	375,502	
1868-69.	368,028	
1869-70.	386,874	A. Sergio da Souza.
1870-71.	394,059	
1871-72.	407,931	Viscount S. Januario.
1872-73.	487,208	
1873-74.	484,032	
1874-75.	373,806	
1875-76.	464,794	J. M. Lobo d'Avila.
1876-77.	378,461	
1877-78.	502,093	Viscount de P. d'Arco.
1878-79.	406,325	

While developing the resources of the Colony without imposing new taxes on the people His Excellency employed the funds at his disposal in many useful ways, notably in the employment in the Police force of every able-bodied man, who had no occupation whatever, saving thereby a large sum of money which would otherwise have been required for the cost of transporting troops from Lisbon.

The Macao Chinese Community is also much indebted to His Excellency for the Rule and Regulations enacted by him for the Procurador's Department. These regulations are so liberal and adapted to the requirements of the native population, that they are looked upon as the best treatments that have ever regulated that tributary, on which depend the life and property of the entire native population.

The barren island of D. João, opposite the Praya Grande, was turned by His Excellency into a leper asylum, and no less than one hundred unfortunate wretches are now fed and clothed at the expense of the Macao Government.

His Lordship Dr. Ennes, the Bishop of Macao, would not have been able to establish the important Mission in Hainan, had it not been for the powerful support and assistance he received from the Governor.

Few Governors have landed in Macao with such a determined good-will to work for the welfare of the Colony confined to his care, and fewer still have departed with the conviction of having more loyally and conscientiously performed their duties. We hope that besides this almost satisfaction which the Viscount de Pao d'Arcos will carry with him wherever he goes, he will be duly rewarded by his Sovereign for the valuable services rendered by him to his country, and we heartily wish the noble Viscount equa success in his future career.—J. J. S.

CORRESPONDENCE.

TAXATION IN MANILA.

To the Editor of the "CHINA MAIL."

Hongkong, 14th Oct.

Sir,—Being so far away from the Philippines, it is impossible for me at present to refute the strictures thrown broadcast by Truth in the *Daily Press* of this morning against the Spanish Government. His intention may be good one, though very much doubt it. He complains of the heavy taxation in the Philippines. Is the sum of \$12 for a license levied on hawkers, for the purpose of protecting them and their property, a heavy tax? Any man with a particle of common sense and acquainted with the fertility of those islands, will certainly answer most emphatically, No! As to Truth's assertion that the Spanish Government have issued to the famine stricken people "some doles, enough only to feed a body for six hours," I must say that this savours of excessive exaggeration if not perversions of truth. I must remind Truth that, far from being oppressed with taxation, the people of the Philippines pay less taxes than those of any other Spanish possession.

In fine, if Truth is a sincere philanthropist I would recommend him to send his future effusions to one of the several Manila papers, (so that his advice may be useful to the Government of that place) instead of writing in a foreign language and publishing his views in a paper hundreds of miles away and read only in Manila by a select few.

OPINION.

IN ADMIRALTY.

(Before the Chief Justice Sir John Smale, and Capt. Thomsett, R.N., and Capt. McMurdo, Marine Surveyor, Nautical Assessors.)

DAMAGES FOR A JUNK RUN DOWN.

SIR KING LOY—Promovent.

RABEN—Impugnant.

Hon. J. Russell, Acting Queen's Advocate, instructed by Mr E. Sharp, appeared for the Promovent; Mr Haylar, Q.C., instructed by Messrs Brereton and Woiton, for the Impugnant.

This case was last before the Court on Monday, when the case for the Promovent was heard.

Mr Haylar now stated the case for the impugnant. The *Gustav*, of which his client was Captain, was a German barque of 650 tons burden. On the 21st of last month she arrived off Hongkong with a cargo of beans from Newchwang and Chefoo. He had now a larger chart giving the entrances in every detail.

The Court desired that the smaller chart, which was used yesterday and which was marked, should be sent for; this was done.

Mr Haylar proceeded. About nightfall they were outside the Lamma Channel; they tacked them back again to the West of Ling Ting, that is towards Cape D'Aguilar, the light on which was clearly seen all the time. The night was very dark as described by the witnesses who were on the junk; there was only a moderate wind; but some heavy gusts and a low glass led them to expect a typhoon. The intention of the barque was to go a certain distance in this

direction and then tack back again and pass through the Lamma Channel for safety for the night. When about six miles from Cape D'Aguilar, *Futoi* on the lee bow; the wind was from the N. W., which cross-hauled on the port tack. Now, according to the evidence of the people on the junk she was making from the east end of Ling Ting, their intention being to keep a straight course and enter the harbour through the West Lamma Channel, the broad channel. She had a very close cross-wind; it was blowing from N. W., which would be very nearly a cross wind. This point was of considerable importance as there would be found to be very material discrepancies on these points. The junk people said they found themselves in such a position towards the Lamma Island that part of it obscured the Cape D'Aguilar light. The look-out man said he did not see that light all the night until he was on board the barque. The Captain said the light was now and again obscured, and he was corroborated on that point, he thought, by the evidence of the steersman. Now, having regard to the direction of the wind, he put it to his Lordship or rather to the assessors, that boating up from Ling Ting, and making a straight course for the harbour with that wind, that they should have found themselves in the position they described, that is where the Cape D'Aguilar light was obscured by the Lamma Island, was an absolute impossibility. With a wind like that, as everybody knew, these junks made enormous leeway; when they were sailing nominally so many points to the wind they were not really anything like so many points. So much was this the case that he submitted that it was a physical impossibility that the junk could have been brought up to where the crew said she was. There was also great discrepancy as to the course the junk was on. His witnesses would state that her head was in the opposite direction to that stated by the witnesses from the junk. The junk people were sailing towards the *Gustav*. If she was coming up from Ling Ting she had in all human probability made pretty much the same course as the barque had done. She had turned back and, if as had been stated, the Cape D'Aguilar light was occasionally obscured, it was by a portion of *Futoi*. The mistake made by the junk people was in speaking of Lamma when in reality it was *Futoi*. If returning with that wind, as he said she was, from the Cape D'Aguilar she would in all probability get under the lee of the island of *Futoi* or the adjacent island, more probably *Futoi*. He admitted that, according to the rule of the road at sea, it was for the barque to get out of the way of the junk, whether she was overtaking her or meeting her. The matter was of no great importance in that connection to the impugnant, for in either case, whether overtaking her or meeting her on the starboard, the barque close-hauled on the port tack, the barque was bound by the rules to avoid a collision if possible. He did not shrink from that view of the case because he desired to put the case fairly before the Court; but the matter had a very material bearing on the truthfulness of the witnesses from the junk, or what was equally if not more important,—on their knowledge of what took place. Whether they were, after a fair day's work, all asleep, or whether there was really any cooking going on, was a question for the *Assessors*. The witnesses who would be heard to-day would give a very different account of what happened to that heard the other day; not only the European evidence, but also that of the Chinese pilot. At 11.45, on the night of the 21st, their statements showed, the ship's lights burning clear, the Captain and the pilot being together at the break of the poop where the former was superintending the manoeuvres of his ship, with a clear view forward under the yards of the sail, the look-out man being in the bows, at the same moment the Captain and the pilot, and the look-out man suddenly saw under the starboard bow, about 4 or 5 points, a junk under the shadow of the island of *Futoi*. According to their story there was no light at all on the junk, neither on the forecastle nor on the mainmast where he believed it ought to have been, nor on the stern rail where it often was, nor on deck. The companion junk also came into view and she also had no light of any kind. At the first moment the Captain did not know whether those junks were dragging their nets or sailing freely or meeting her. The matter was of no great importance in that connection to the impugnant, for in either case, whether overtaking her or meeting her on the starboard, the barque close-hauled on the port tack, the barque could have seen the junk sooner than they did and in time to keep out of her way, and whether the *Gustav* afterwards took the right course in luffing up into the wind so as to slacken speed and make the inevitable blow as light as possible. The position of the junk when first seen by the *Gustav* was under the shade of the island, 24 points on the lee bow.

Mr Haylar then called the following witnesses:—

Jurgen Raben, Captain of the German barque *Gustav*:—I have been a master mariner eleven years; I have commanded the *Gustav* nearly five years. Her tonnage is 656 net; 15 hands all told; two mates, carpenter and sail maker, and four able seamen; the rest are ordinary seamen; Chinese cook and boy. I have been in the habit of trading on the coast and have brought the barque into Hongkong more than a dozen times. On the 21st September, we were making for Hongkong from Newchwang with beans. It was a dark night; threatening weather, low glass; we were afraid of an approaching typhoon. The *Gustav* was under sail, the look-out man was Karl Krieger; a competent man whom I shipped ten months ago in New York. He was on the forecastle. I went on watch at 11 p.m. I had a clear look out. I mostly walk from one side to the other, sometimes looking at the side lights. The night was dark. There were very few stars. The wind was moderate. A ship's lights could have been seen about one mile off. When I saw the junk I called out—"A junk close on the lee bow." I called out in a loud voice as soon as I saw the junk. The junk had no lights. She was on a westerly course. Before the collision everything was quiet and still. The junk was in total darkness; she had no light whatever. The junk struck us with her bows. I am quite sure it was not the stern. I jumped to the lee side of the ship and threw four or five rope-ends to help to save the Chinese. As soon as I had thrown the rope-ends over the ship's side I saw several of the European crew run to the forecastle to assist the Chinese. The second mate was there. I could not see him, but I heard his voice.

Cross-examined:—The bowsprit got entangled in the junk's gear. After the crew left the junk she drifted away astern.

Re-examined:—I threw the rope-ends into the water in case any of the junk's crew might be overboard.

To Captain Thomsett:—I was at the wheel from 10 till 11 o'clock. I then went on the look-out. I saw no fire or light on the junk.

By His Lordship:—The junk disappeared about a quarter of an hour after the Chinese had boarded the barque. The first junk was on the port side and in sight when the second collision occurred.

The Court here rose for tiffin at 2 o'clock. On resuming an hour afterwards,

Adolph Wunderlich, the chief officer, ten years a seaman and two years an officer, who was on deck at the time the collision took place, corroborated the Captain as to the fact of the collision. When the Captain gave the order to luff and put the helm hard down he ran and put the helm hard down. He then went forward and going down on the anchor at the cat's-head helped five men up. When there holding on by the left hand, and the people coming to the high part of the junk, he could get them up with his right arm. The people had food ordered for them within half an hour after they came on board. Neither the Captain nor he ever suggested the crew going back to their own junk; that would have been unseamanlike, considering the state of the weather.

This witness could speak English well enough; but preferred to give his evidence in his own language (German), to which the Chief Justice had no objection. Mr Stockhausen, the usher of the Supreme Court, interpreted.

The next witness was the Chinese pilot, Chua Ahun, who stated the facts of the collision virtually in the same terms as the Captain and mate. He believed the collision could have been avoided had both the junk and the barque seen one another soon enough. The Chinese junk's head should have been put to the north-east. The junk should have seen the ship's lights in time. He could have seen the junk a mile off even without a light. She was, however, hid in the shadow of *Futoi*.

This witness admitted in cross-examination by the Harbour Master, that he was one of the crew of a licensed pilot boat; he acted as pilot and got more money from his master. For the *Gustav* he got \$3 and gave his master \$3. He always got half the pilotage when he piloted a vessel. He had \$4 besides as wages.

He did not see the junk's crew come over the ship's side. My mate attended to them. I remained as it was wanted there. I asked if all hands were on board. I was anxious to get to Hongkong as soon as possible. The junk was not waterlogged. One junk can help another junk better than a ship can. I asked them, if they would go on their own junk or their companions', but did not press them to do so. They declined. I took no steps to save their property. I was afraid that other junks would run into me. The second junk did foul me. My barque was not damaged. The mate told me there was nothing broke. Next morning, when going ashore I passed under the bows and saw for myself that there was nothing damaged. I gave no instructions to my solicitor respecting a claim for damages to the barque. I told my solicitor that the collision was entirely the fault of the people in the junk, but I did not say that a claim for damages done to the barque was to be made. I got a letter from Mr Sharp, asking \$1750, the value of the junk. I went to Mr Brereton and told him I would not pay as I considered I was not in fault. There was an offer made by the Chinese to submit the matter to arbitration. I told Mr Brereton I did not want to go to arbitration. "If they want anything with me let them take me into the Court and as early as possible, as I do not wish to be detained in Hongkong." I did not see the look-out man on the forecastle. Almost as soon as I saw a dark object the look-out man shouted out. I was about 100 feet distant from the look-out man. He ought to have seen it before me if his eye-sight were equally good. I said to the pilot that a collision was inevitable. He probably saw the junk as early as I did. I could not see the light on the Green Island when we collided. I first saw the light about two hours afterwards. The regulation lights were in their proper position on the barque. Had the junk people looked over the side they would have been bound to see my lights. I was going about four knots. The ship had luffed about three-quarters of a point, but I could not tell how much less speed this would produce in the ship. The watch was all on deck. The cook was asleep at the time of collision. It is not true that he was the only one who rendered assistance.

Re-examined:—When these people came on board I sang out for the cook to interpret, as they did not speak English. I am quite certain he carried no lights. Fishing boats do not carry lights. They sometimes burn a torch over the stern. There were a good many junks about, but they were not crowded. They carried no lights.

To Captain Thomsett:—The only Chinese in my crew are the cook and steward. It was the second mate's watch. He had with him the sailmaker, two able seamen and two boys. The boys are 21 and 17 years of age, and take the wheel and look-out. I was not in bed. I was on deck. I tried to luff, but the collision occurred before I had time. I saw no fire on board the junk. The junk was out of sight in about half a minute from

Notices of Firms.

NOTICE.

M^r. ALEXANDER C. LEVISON retired from our Firm in Hongkong and China on the 31st of December last, and Mr LORENZ POESNECKER was admitted a PARTNER therein on the same day.

Mr JULIUS KRAMER has been authorized to SIGN our Firm per Procurator at CANTON.

ARNHOLD, KARBERG & Co.
Hongkong, October 11, 1879. no11

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr JOHN FAIRBAIRN in our Firm here and in Yokohama, CEASED on the 31st March, 1879.

LANE, CRAWFORD & Co.
Hongkong, October 6, 1879. no6

NOTICE.

THE Undersigned has established himself at the Premises formerly occupied by LAMMERT, ATKINSON & Co., Peddar's Wharf, as

AUCTIONEER, APPRAISER
AND
COMMISSION AGENT,
All GOODS intrusted for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMMERT.
Hongkong, July 1, 1879.

NOTICE.

THE INTEREST and RESPONSIBILITY of Mr C. BRAUN in our Firm, CEASED on the 23rd September A.C.

Mr C. STIEBEL is authorized to SIGN our Firm.

REISS & Co.,
Hongkong, Shanghai, Yokohama.
Hongkong, October 3, 1879. ja3

NOTICE.

FROM the 1st OF OCTOBER, De EASTLACKE will receive his PATIENTS at his new DENTAL ROOMS, NO. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1879.

Intimations.

CONSULAT DE FRANCE.

Le Gouvernement de la Cochinchine mettra en adjudication le 3 Novembre prochain un SERVICE MENSUEL et DIRECT PAR BATEAU à VAPEUR entre Saigon, le Tonquin, et Poulo-Condor.

Le cahier des charges peut être consulté à la Chancellerie du Consulat de France.

Hongkong, le 9 Octobre, 1879.

Le Chancelier p.t., J. LE GLAY.

26cc
French CONSULATE.

THE Government of Cochinchina invite TENDERS for a DIRECT MONTHLY SERVICE by STEAMER between Saigon, Tonquin, and Poulo-Condor; Tenders to be opened on the 3rd November next.

Full Particulars may be seen at the French Consulate.

J. LE GLAY,
Acting Chancelier.

Hongkong, October 9, 1879. oc26

HONGKONG WHARF & GODOWNS.

GOODS RECEIVED on STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch. Also suitable Godowns to let.

MEYER & Co.
Hongkong, October 1, 1879. no1

COSMOPOLITAN DOCKS.

W. B. SPRATT & Co. have lately added an Extensive MACHINE SHOP and other APPLIANCES to the former Advantages of these Docks.

The DIMENSIONS of the DOCK are:—460 Feet, on the Blocks; 92 Feet Wide; Ordinary Tides, 21 Ft.; Spring Tides, 24 Ft. Office, 20, PRAYA CENTRAL, HONGKONG. Hongkong, October 4, 1879. 4oc80

Volume Eighth of the CHINA REVIEW.

Now Ready.

No. 1.—VOL. VIII.

OF THE

CHINA REVIEW

CONTAINS

Translations from the Li-li, or General Code of Laws.

New Cantonese Words.

Translations of Chinese School-books.

The Ballads of the Shi-king.

Nestorianist at Caution.

Korean Pronunciation of Chinese.

The Critical Disquisitions of Wang Ch'ung.

Brief Sketches from the Life of K'ang-ming.

Short Notices of New Books and Literary Intelligence.

Notes and Queries:—

Worship of the Emperor's Tablet.

Snake Bites.

A Terra-cotta Vase with supposed Chinese Inscription discovered by Dr. Schliemann, at Hisarlik (with illustrations).

Opium Consumption in China.

Official Unions.

Cards and other Designations.

Coin of the Ming.

A Porcelain "Coin" (with woodcut).

Books Wanted, Exchanges, &c.

Hongkong, September 26, 1879.

Intimations.

F. VINCENT,

WINE, SPIRIT, AND PROVISION MERCHANT, and STOREKEEPER, HONGKONG.

BEGS to inform his Patrons and the Public generally that he has received a Large Assortment of FRENCH WINES, LIQUORS, SPIRITS, and STORES of the Best QUALITY (French Produce).

N.B.—F. V. is ready to supply at any of the Coast Ports, as well as in Hongkong, any quantity that may be required to suit Purchasers.

F. VINCENT,
No. 4, Peel Street.
Hongkong, October 10, 1879 no10

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND THE FIRST 6 MONTHS OF 1879.

SHAREHOLDER in the above COMPANY are requested to furnish the Undersigned with a List of their CONTRIBUTIONS for the YEAR ending December 31st 1878, and for the SIX MONTHS from January 1st to June 30th 1879; in Order that the DISTRIBUTION of the Portion of PROFITS reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to October 31st next, will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.
Hongkong, July 24, 1879. oc31

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND TO THE 30TH JUNE, 1879.

SHAREHOLDERS in the above COMPANY are requested to furnish the Undersigned with a List of their CONTRIBUTIONS from the 1st January, 1878, to the 30th June, 1879, in Order that the Portion of the NET PROFITS to be Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.

JAS. B. COUGHTRIE,
Secretary.
Hongkong, August 2, 1879. no1

DENTAL NOTICE.

D. ROGERS will visit SHANGHAI during the Summer Months, leaving HONGKONG on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

NOTICE.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A TENTH RETURN of CAPITAL at the Rate of TWO TAELS per SHARE, will be made to Shareholders of Record on 13th October, Payable at the Office of the Liquidators, on MONDAY, 26th October.

Warrants will then be delivered by the Undersigned to Shareholders, or their lawful representatives, on presentation of Share Certificates for Endorsement.

The Transfer BOOKS of the Company will be CLOSED from the 13th to the 20th July, inclusive.

By Order,
RUSSELL & Co., Liquidators.
Shanghai, October 1, 1879. no6

YANGTSZE INSURANCE ASSOCIATION.

NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIRST MONTH ending 31st December 1878, of THIRTY-THREE PER CENT. on the NET PREMIA CONTRIBUTED, payable at our OFFICE on and after the 15th Instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors,
RUSSELL & Co., Agents.
Hongkong, May 5, 1879.

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & Co.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

ARNHOLD, KARBERG & Co.
Hongkong, Sept. 3, 1879. see20

NOW READY.

CHINESE DICTIONARY IN THE CANTONESE DIALECT. Parts I and II, A to M, with Introduction. Royal 8vo, pp. 404.—By ERNEST JOHN EISEL, Ph.D. Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS AND A HALF per Part.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WANSU, Shanghai.

Hongkong, March 1, 1879.

NOTICE.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship ANCONA, Capt. E. G. STEAD, will leave on SATURDAY, the 26th October, at Noon.

The General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the direct route. Silk and Valuables will be transferred to the Calcutta steamer at Galle.

For further Particulars, apply to

A. McIVER, Superintendent.

Hongkong, October 18, 1879. oc20

NOTICE.

A. McIVER, Superintendent.

Hongkong, October 18, 1879. oc20

NOTICE.

Hongkong, October 18, 1879. oc20